

REMARKS

Claims 1-8 are pending in the application. Claims 1-4 stand rejected. Claims 5-8 are objected to. Claim 3 has been cancelled and claims 1, 5 and 6 have been amended in order to more particularly point out, and distinctly claim the subject matter to which the applicants regard as their invention. The applicants respectfully submit that no new matter has been added.

Claim Rejections Under 35 U.S.C. §103

Claims 1-4 are rejected under 35 USC 103(a) over Jones (U.S. Patent No. 5,623,260) in view of Lamb (U.S. Patent No. 6,184,802).

The present invention is a system which allows a user to acquire a running route of a touring bus and the getting on and off point on the running route. The system also notifies the user of the arrival of the user at the prescribed point on the running route. The system acquires the latitude/longitude and time acquired at prescribed intervals. The user specifies a getting-on/off point on the basis of the latitude/longitude and time and acquires a running route which includes the getting-on/off point. The user can specify the getting-on/off point using the speed computed from the latitude/longitude and time acquired. Preferably, the getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods. Since the getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods, the point where the bus stops suddenly owing to a traffic jam can be automatically excluded.

Jones describes an advance notification system (10) that notifies passengers of impending arrival of a transportation vehicle at a particular stop. A GPS (Global Positioning System) (25e) is used to determine the geographical position of the bus. Timing information is recorded indicating when the bus leaves a stop. An event list (73) is maintained in which past and current bus locations are recorded.

Lamb describes a system to estimate the arrival time of a vehicle. As indicated, in column 6, line 9 of Lamb, the position of the vehicle is determined when the vehicle comes to a stop.

Claim 1 has been amended to over come the prior art. The feature added to the claim finds support on page 5, lines 4-10 of the specification which describes how the getting-on/off point is determined. Specifically, “wherein the getting-on/off point is a point where the speed is zero at a prescribed number of times of consecutive sampling periods which excludes points where the touring bus comes to a complete stop due to traffic conditions” has been added to claim 1 to distinguish it over the prior art.

Therefore, withdrawal of the rejection of claims 1-4 under 35 USC 103(a) over Jones (U.S. Patent No. 5,623,260) in view of Lamb (U.S. Patent No. 6,184,802) is respectfully requested.

Allowable Subject Matter

Claims 5-8 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any

intervening claims. Claim 5 has been amended to place it in independent form by including all the limitations of claim 1.

Conclusion

In view of the aforementioned amendments and accompanying remarks, claims 1-8, as amended, are believed to be patentable and in condition for allowance, which action, at an early date, is respectfully requested.

If, for any reason, it is felt that this application is not now in condition for allowance, the Examiner is requested to contact the applicants' undersigned attorney at the telephone number indicated below to arrange for an interview to expedite the disposition of this case.

U.S. Patent Application Serial No. 10/784,263
Amendment filed April 24, 2006
Reply to OA dated January 24, 2006

In the event that this paper is not timely filed, the applicants respectfully petition for an appropriate extension of time. Please charge any fees for such an extension of time and any other fees which may be due with respect to this paper, to Deposit Account No. 01-2340.

Respectfully submitted,

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